

4.2 CHESHAM & AMERSHAM

GENERAL AAP		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
J Turby	Are there enough staff/resources to complete the LTP2 by 2011, specifically the Area 10 Speed Limit Review (SLR)?	The money we get from Government dictates the amount that we can do. The Speed Limit Review is consistent and tailored to communities; we consult widely, which is very expensive but also very effective.
	Accessibility maps and others are very difficult to distinguish between for a colour-blind person.	We will look at the maps to make them more legible for colour-blind people. If they are not a suitable colour we can change them on request.
	Have the council been in contact with any Transport Groups in Chesham and Amersham? Partnership working is important, have you consulted all groups to develop the Area Action Plans (AAPs)?	We carry out consultation every year through various surveys, symposia and events. The draft Area Action Plans were created using sources such as Parish Plans and letters from the public. They are being developed using comments received at the Transport Matters Events and other feedback received.

ACCESSIBILITY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
JP Gossling, Chesham Bois PC L Hopkinson J Arkell, Bucks Association for Blind and Partially Sighted People	Many people have stressed the importance of providing adequate public transport to Stoke Mandeville Hospital (for the aging population, patients, visitors and staff), especially from Chesham.	We are aware of the problems with access, and access to health care is one of our priorities. The whole concept of health zones is that local people should have healthcare locally. In the meantime we help as much as we can, e.g. feeder services and taxi buses. We have provided a shuttle service between Wycombe to Stoke Mandeville Hospitals.
JP Gossling, Chesham Bois PC	The Parish Council has concerns over the implementation of parking regulations outside of Amersham hospital by Chiltern District Council. This will remove necessary parking.	Chiltern District Council are responsible for the enforcement of waiting restrictions and they are only enforcing existing waiting restrictions. Both Councils are working with the hospital on an action plan to resolve the parking issues near the hospital.
L Hopkinson	Concerned about pedestrian access.	Pedestrian access will be systematically reviewed on a local level across the County as part of the local accessibility action planning process.
	The last action bullet point mentions 'restricting vehicles', however the Amersham Action Group wanted to create a one-way system in the area, not to restrict vehicles.	This comment will be investigated and reflected in the revised Area Action Plan, if appropriate.
J Arkell	I am interested in the target for improving access for the young, elderly and disabled. How will BCC ensure that bus companies and train drivers announce stops for the elderly and disabled?	We will encourage and assist operators to meet the improved standards required by the Disability Discrimination Act at the earliest opportunity.

ACCESSIBILITY		
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	The Mental Health Consultative report is nearly complete, but it is not accepting the transport section for the report. More talking is required with the NHS. Whose responsibility is it, BCC or the Health Service?	We discovered about the consultation very late and are working to encourage groups to speak to us as early in the process as possible, since all service providers have a responsibility to ensure that everyone can access essential services.
	Demand responsive transport (DRT) is a quick service. Can it be a priority? This will help out the Parishes of the town.	The existing town bus services are insufficiently flexible to meet many local transport needs. A more flexible, demand responsive, service will be investigated.
M Wain	Why are Chiltern Railways mentioned in the Taxi bus scheme?	We are meeting with London Underground Limited (LUL) about the scope for a Silver Rider type scheme. Chiltern Railways run through Little Chalfont and Amersham.
B Richards, Dial-a-Ride	Hospital demand (access) has an aging population. Can you consider using taxi buses to get to hospital? These problems have been here for a long time.	Through partnership working with the NHS, and the Local Accessibility Assessment process we will be exploring flexible and innovative solutions for health service access, The accessibility strategy sets out how this will be tackled.
J Johnson	A few years ago it was possible to travel direct from Amersham to Oxford, Cambridge, Luton and Stanstead. Now it is impossible, but the coach still goes through Amersham. It would avoid many car journeys if the coach could stop to pick up and drop passengers in Amersham on request at the bus stop on Gore Hill. People have been inconvenienced by not having the use of this service and we feel it would give the company many customers.	Several local stops have been withdrawn in recent years by National Express, to provide them with greater flexibility of route when congestion occurs. Airport services now call at High Wycombe and Hemel Hempstead, which can be readily accessed by local services.

CONGESTION		
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JP Gossling, Chesham Bois PC	There is a need for a frequent bus service from Stoke Mandeville Station to the Hospital to reduce congestion on the B4443 and to release parking spaces at the hospital. More needs to be done to reduce congestion around schools, for example using school buses more efficiently (i.e. buses need filling so need more promotion).	We will be examining the potential for a taxi-bus link to Stoke Mandeville station in partnership with Buckinghamshire Hospitals NHS Trust.
	We appreciate that the congestion issue at peak times on the A416 has been noted. However, priority has to be given to congestion from Berkhamstead Rd to Station Rd. Flow improvements are needed.	This route had been identified as a Priority Congestion Management Corridor and significant improvements will be made to this route in the future, such as improved public transport services and traffic capacity.
M Wain	Mid way between Chesham and Amersham, A416, are two schools (Beacons and Catholic School). Parents use both main routes causing queues on the A416. There are three access roads to the schools and there have been no campaigns to encourage schools to walk and cycle.	We have worked very hard with schools to deliver action plans and have especially worked with The Beacon School. We are unable to enforce travel plans but we do provide support to schools to help them succeed.

ROAD SAFETY		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
L Hopkinson	We are very concerned about pedestrian safety, especially children, through the access from Lowndes Park to the Town Centre through Star Yard car park. It should be a high priority to tackle this unsatisfactory route to meet the LTP2 objective "to improve access to healthy, affordable leisure facilities".	We will pass these comments to the Cycling and Walking team who will review your concerns and include them in the revised Area Action Plan, if appropriate. Walking is seen as an essential part of congestion relief, accessibility and health.
M Harker	Chesham Bois COE Combined School – the traffic situation is hideous, an accident waiting to happen. The solution is to create parking at Scout Hall (off street parking). Also improve school travel planning to encourage car sharing.	We have passed your comments to the Travel Planning Team who will encourage the school to develop a travel plan and a funding bid to address this issue.
	There are no signs to inform you of the lower speed limit along Chartridge Lane. The public are unaware of the limits, are BCC going to change that?	In built up areas or 30mph limits with street lighting, we are unable to provide repeater signs. In Chartridge we wanted to minimise sign clutter so painted roundels have been provided instead.
	Cycle awareness scheme – cycle trainers are needed at schools, why has this changed?	New Government guidelines mean that the Council can no longer train volunteer cycling tutors. The full guidelines can be viewed on our website: www.buckscc.gov.uk/cycling . There is a pool of accredited trainers on our website and if the school has cycling targets in their travel plan they can bid for funding for these instructors.

MAINTENANCE		
<i>Name</i>	<i>Comment</i>	<i>Response</i>
M Wain	Cycle/pedestrian routes are not maintained. There are problems with: drainage, leaves, bumps, safety concerns, and line markings. Highways on Call need to use map reference – this is important.	We will pass your comments on to the relevant teams to investigate. However we get limited funding so essential maintenance across the County takes priority.
J L Werbier	There is a great deal of rat running (Chartridge Mill) on narrow roads. Why is the gritter not coming within this area? Why were they told there was a weight restriction on this road?	In 2005/06 BCC undertook a complete review of salting routes. Routes have been prioritised according to criteria including usage, safety, and access to communities. The precautionary salting network in the Cartridge area is published on the BCC website: www.buckscc.gov.uk/highways_maintenance/salting.htm
Bucks Association for Blind and Partially Sighted People (BAB)	Investment in pothole and pavement repairs would remove hazards for VIPs (visually impaired people).	Please report any potholes or pavement repairs required to Highways on Call on 0845 230 2882. Dangerous potholes should be repaired within 24 hours of reporting. The County Council has set pavement maintenance as a high priority during the Local Transport Plan period.